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CRITICIZES ROUTING, TURNAROUND,
AND OTHER RAILROAD OPERATIONS

ROUTING INEFFICIENT ON SOUTH DONETS SYSTEM -- Gudok, No 114, 23 Sep 49

On the South Donets Railroad System, only 23 - 24 percent of the freight shipped is dispatched in trains made up to travel directly to one point for unloading or uncoupling, while the system, a large part of whose freight is bulk goods (coal, coke, metal, fluxes), should dispatch at least 40 percent of its freight in this fashion. Round-trip routing of constantly coupled trains is used only during the relatively short period of grain hauling. To transport coal, metal, coke, fluxes, refractory materials, and other products from Donbass industrial enterprises, it is necessary daily to make up new trains, which are not returned to the system. Trains with local freight arriving from the Stalin and other systems are most often made up of varying types of cars out of which it is impossible to make up trains for long-distance through routing.

During the first half of 1949 loading of coal in long-distance through trains designated for one station of destination or marshalling point comprised only 32.5 percent of the total loaded, the figure for coke was 12 percent, and for metal less than one percent, although the system could have achieved a figure of 40 percent for coal, 30 percent for coke, and 35 percent for metal. Part of the blame for this all falls on the system itself for not being firm enough with the heads of transport shops of industrial enterprises and station and division heads. However, the system needs not only the support of the organizations of its own ministry -- the Administration of the Donets Railroad Okrug and the Main Administrations of Traffic and freight Operations -- but also of the other ministries.

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It is necessary first of all to organize the supplying of the Donbass railroad systems with specialized rolling stock and to eliminate the variety of types of empty cars arriving on the systems. It is time to think of creating in the Donets Basin a sufficient number of constantly coupled round-trip trains whose handling and immediate return would be superintended by the Okrug and the Ministry of Transportation.

It is necessary to resolve the question of standardizing the weight of round-trip trains, since at present the effectiveness of through routing is hindered by the existing multifarious weight norms for trains. A round-trip train made up according to the code for technical operations should travel from the loading point to its destination without being altered en route and without having its weight changed. As it is at present a coal train weighing 2,000 tons loaded at Yenakiyeva and destined for Znamenka is reduced in weight to 1,500 tons at Pyatikhatki.

Another factor hindering long-distance through routing is the poorly devised attachment of mines to coke-chemical plants and other enterprises and of coke-chemical plants to metallurgical enterprises. For instance, a large majority of the mines of the "Stalinozol" and "Artemzol" combines fulfill and exceed the plan for mining and loading of coal. However, in view of the fact that a certain mine must send its coal to several minor consumers often spread over the system and even on other systems of the railroad network, systematic planning of long-distance through trains is difficult.

In the planning of coke shipments, such organizations as "Glavkoks" (Main Administration of Coke-Chemical Industry), "Yuzhglavkoks" (Main Administration of Coke-Chemical Industry of Southern Regions), and the Central Office for Planning Freight Transport, permit mistakes. The Rutohenkovo Coke-Chemical Plant, supplies the Stalino Metallurgical Plant while the Novomoskovskiy Coke-Chemical Plant, situated on the sidings of the Stalino Plant, sends its production beyond the limits of the railroad system.

Steps should be taken to encourage coal trusts, metallurgical and coke-chemical plants, and other enterprises to utilize long-distance routing for their output. At present, while receiving awards for ahead-of-schedule loading and unloading of single cars and small groups of cars, many enterprises refuse to organize long-distance routing, preferring to pay fines to the system. In 5 months of 1949 the Stalino Metallurgical Plant had to pay the South Donets System 48,000 rubles in fines for failure to organize long-distance routing. At the same time the system had to pay the plant 102,000 rubles in awards for returning cars from its sidings.

The Central Office for Planning Freight Transport fails seriously in providing quarter and month plans for forming long-distance through trains. Every month there are on the South Donets System up to 3,000 cars whose destinations are not known by anyone until the last minute.

TRANSCAUCASUS SYSTEM LAGS -- Zarya Vostoka, No 148, 30 Jul 49

During the first half of 1949 the Transcaucasus Railroad System completed 79.5 percent of the plan for freight-car turnaround. On the Samtredia division the loss of revenue to the state from failure to complete this plan amounted to about 7 million rubles. Although passenger operations improved somewhat during the first half of 1949 in comparison with 1948, the passenger service of the system did not complete the plan during the first 5 months of 1949, with a resultant loss of revenue to the state of 4,068,000 rubles.

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KOTEL'NIKOV LOCOMOTIVES HELD UP -- Gudok, No 114, 23 Sep 49

Locomotives of the Kotel'nikovo Depot are being held up at the turnaround depots of Abganerovo and Kuberle. In August, 1,040 locomotive-hours were lost at Abganerovo, delays at Kuberle amounted to 1,373 locomotive hours, and delays in intermediate stations totaled 1,125 locomotive-hours. There were 165 cases of delay at closed signals.

DISCOVER DEFECTS IN KUYBYSHEV SYSTEM -- Gudok, No 116, 28 Sep 49

An inspection by worker correspondents of the Kuybyshev Railroad System has uncovered defects in the operations of several stations. At Kinel' station there are long lines of locomotives waiting to take on water, but nothing is done to speed water supplying. There are no reservoirs for sand and lubricants. Antiscale compound is stored in the open. Construction of storage space for lubricants and antiscale, improvement of water supplying, and acceleration of fueling are not included in the plan for winter preparations.

The station has no pit for inspecting locomotives. Average layover of locomotives at Kinel' is double the norm. The repair shops of the turnaround depot of Kinel' are not being prepared for winter. There is no heater in the machine shop, so it has been decided to use a locomotive; at the same time there is no place to put the locomotive, since the track has not been extended. There are no water mains or plumbing in the depot. It will be impossible to repair locomotives either in the old building or in the new building at least during the first few winter months. Machinery is not being set up in the new building. Pipes for the locomotive hot-washing equipment lie in the freight shed and trucks cannot be found to transfer them.

Winter preparations are progressing unsatisfactorily in the depot in Kuybyshev. The fire tubes for the central heating boiler were to have been changed by 12 September, but as yet nothing has been done. Installation of a hydraulic hoist for reversing tender trucks has not been begun. The quality of repair is low in the washing shop. The shop has no ventilator and the exhaust pipes do not function. The heating is poor in the locomotive inspection section. Pipes and batteries are out of order, and nothing is being done to obtain pipe.

In the Ruzayevka depot the turntable installations have been completely repaired. Simultaneous servicing with oil, sand, water, and antiscale has been established. The coal bunkers have been repaired and supplementary bunker for sand has been constructed. The depot buildings have been repaired. In the washing and overhauling shops capital repair has been completed on the roofs, heating system, floors, windows, machines, and equipment.

Locomotive utilization on the Kuybyshev System is poor. There is on the system not one locomotive engineer who systematically achieves daily runs of 500 kilometers. One reason for this is that at Kinel', where it is necessary to turn a locomotive around in one hour, taking on water alone takes 3 - 4 hours.

TOMSK COMMERCIAL SERVICE INEFFICIENT -- Sovetskaya Sibir', No 164, 20 Aug 49

The commercial service of the Tomsk Railroad System, organized one year ago, is not operating satisfactorily. The system incurs tremendous losses from freight damage and losses because the service does not provide adequate safeguards for shipments. In 1948, these losses totaled 64 million rubles, and 12.8 million rubles in 6 months of this year. The peoples' courts, in handling

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suits brought against the railroads by citizens and organizations, have found that the inefficiency of the system's commercial service is the main cause for these losses. Invoices are not filled out accurately, which leads to misappropriation of goods. The commercial documents on which freight losses or damages are put into official form often appear in court with many mistakes and omissions.

The claims division of the service makes no effort to satisfy claims against the railroad, with the result that the courts are burdened with incontestable cases for which the system must pay court expenses. The courts have established that the railroad must bear all responsibility in cases of loss. It is not then clear why the claims department does not settle this type of claim instead of bringing it to court. Court proceedings cost the system more than 500,000 rubles in fees and expenditures during the first half of this year.

CHEREPAKOVNO-NOVOSIBIRSK LINE HAS DELAYS -- Sovetskaya Sibir', No 164, 20 Aug 49

Delays of the Cherepanovo-Novosibirsk suburban train of the Tomsk Railroad System have become a frequent occurrence. The train has sometimes been as much as 6 hours late.

LOCOMOTIVE REPAIR PLANT MISSES QUOTA -- Sovetskaya Sibir', No 162, 17 Aug 49

The Novosibirsk Locomotive Repair Plant fulfilled only 70 percent of the July plan for spare locomotive parts. The plant has not been working at full capacity for a long period. Many of its workers are not meeting their plans and are not mastering locomotive repair skills.

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